

CITY OF MORGAN HILL
JOINT SPECIAL CITY COUNCIL, PLANNING COMMISSION AND
GENERAL PLAN TASK FORCE MEETING
MINUTES - JANUARY 24, 2000

Mayor Kennedy called the Special Meeting to order at 7:09 p.m.

ROLL CALL

City Council

Present: Council Members Chang, Cook, Sellers, and Mayor Kennedy
Absent: Council Member Tate

Planning Commissioners

Present: Planning Commissioners Kennett, Lyle, McMahon, Mueller, Ridner, Sullivan and
Chairman Pinion

General Plan Task Force Members

Present: Council Member Chang, Council Member Cook, Planning Commissioner Lyle,
Planning Commissioner McMahon, Planning Commissioner Sullivan and Members
Acevedo, Brunton, Collins, Dossetti, Garcia, Moore, and Weston

Absent: Members Andrade, Benich, Carr, Grzan, Martinez, and van Kuelen

Staff Members

Present: Interim City Manager Tewes, Director of Community Development Bischoff, Director
of Public Works Ashcraft, Director of Business Assistance and Housing Services Toy,
and Senior Planner Banks

DECLARATION OF POSTING OF AGENDA

City Clerk Torrez certified that the meeting's agenda was duly noticed and posted in accordance with
Government Code 54954.2.

JOINT WORKSHOP ON PRELIMINARY DRAFT GENERAL PLAN

The City Council and Planning Commission received a presentation on the status of the General Plan
update from staff, General Plan consultants Karl Mohr, Crawford, Multari, Clark and Mohr; Chwen
Sirpocanont and Wayne Shijo, CCS Engineering and the General Plan Task Force Committee
Members.

Key Items Addressed

- < It is unlikely the City will attract a regional shopping mall (e.g., a major shopping center with multiple large anchor tenants like the Valley Fair center in San Jose). However, there is the potential to attract so-called sub-regional retailers in product categories like home appliances/electronics, home furnishings, building materials, and office supplies. An economic study done for the General Plan Update suggests demand for about 226,000 square feet of such uses by 2020, and up to 400,000 square feet if the Coyote Valley builds out faster than projected. Approximately 35 to 40 acres of land would be needed to accommodate the high end of this estimate. The preliminary draft plan designates sites near the Cochrane and Tennant Road interchanges for sub-regional retail development, and includes policies aimed at limiting ancillary commercial uses such as fast-food and service stations.
- < The plan includes two sites for a future grocery store in the Cochrane Road area. The plan also includes policies that require both sites to be master-planned such that a grocery store could be accommodated. Once either site is so developed, the grocery store restriction would be removed from the remaining site. The sites are located at Morgan Hill Business Ranch (the corner of Cochrane Road and Butterfield Boulevard) and on Cochrane Road, east of the freeway. (Possible third site for a grocery store was identified on Tennant Avenue.)
- < Monterey corridor has served as the city's historic main road through town. Issues identified with Monterey Road include: disjointed land use, strip development, and the lack of cohesive development. It is the intent of the General Plan update to focus on retail development at major arterial intersections. A new "non-retail" designation is proposed for the intervening stretches of Monterey, where offices, restaurants, and similar non-retail commercial uses would be allowed, but retail uses would be prohibited. On the northern segment of Monterey north of Wright Avenue, a service commercial zone is proposed to acknowledge existing land uses, and provide an area for auto-related service commercial uses. In addition, commercial development design standards are proposed that would address issues of landscaping, placement of parking, and other site design criteria
- < Study finds that the city can accommodate additional 200-300 acres of industrial properties. Areas identified: Tennant/U.S.101; Monterey/Watsonville Road and the Gomes' property. The plan identifies two sites for future industrial parks. One area lies just east of Highway 101, between Cochrane Road and Dunne Avenue; the second lies south of Tennant Avenue, between Highway 101 and the railroad tracks. The net effect of these proposed changes is the addition of about 300 acres of new industrial land.
- < Concern was expressed with parceling industrial areas that may preclude a large industrial developer from relocating to Morgan Hill. There was discussion regarding combining parcels to attract a large industrial user.

- < There was discussion regarding “feathering” residential areas to the north and south of Morgan Hill. This concept suggests a gradual tapering of urban development intensity from the center of the city toward the edges.
- < Support was expressed regarding the establishment of a permanent Greenbelt area. Continued discussion of a Greenbelt may extend the general plan review an additional nine months. Mayor Kennedy supported concluding this level of the general plan update and then move into the second level of review that would include discussion of a Greenbelt. Others suggested including a policy/action item in the General Plan to establish a permanent Greenbelt area within a specific time period. Staff suggested that it return to the Council with a proposal of how to address the Greenbelt issue.
- < The new General Plan has a planning horizon through 2020. Thus, the General Plan Task Force was asked to provide input regarding the amount of residential development that the plan should contemplate beyond 2010 (when Measure P expires). The draft plan reflects the General Plan Task Force direction to assume a target population in 2020 of about 46,600 residents, which implies an average of about 250 residential units per year between 2010 and 2020.
- < The issue of small-lots (lots as small as 3,500 square feet) single family residential development has been raised. This issue raised considerable discussion among General Plan Task Force members. In particular, concern was expressed about the appearance and design of small-lot projects. The draft plan includes policies that will enable development of small-lot single family units in the multi-family low-density designation. In addition, the plan calls for development of design criteria that will address a number of visual impacts including building-to-lot size ratios, massing of garages, and height of buildings. Finally, the plan includes a policy that will limit the number of small-lot detached units to 25% of the total number of units in a given project.
- < Comments were made that including undevelopable hillside areas in the urban growth boundary may not make sense.
- < The General Plan includes policies aimed at helping define the City at its prominent entry ways. The plan calls for developing standards for public and private development at gateways to the community.
- < The draft plan does not call for substantial changes to the land use map in the downtown. It does speak to extending downtown uses and physical amenities (e.g., street scape improvements) easterly to the railroad tracks.
- < Development of a new Public Safety Master Plan that addresses police, fire and medical services.

- < Staff will work with the School District to identify areas for future schools. Draft plan to show general location of schools, but not specific sites.
- < Parks and recreation issues forwarded to the Parks and Recreation Commission for their consideration as part of the Master Plan process. Those issues include evaluating whether to continue developing small pocket parks and/or private parks within new residential developments, determining areas of the City that are deficient in park facilities, considering the use of creeks for recreation opportunities, and carefully examining the funding of park maintenance.
- < There was a consensus to include proactive policies encouraging light rail and increased trains and services into and out of Morgan Hill.
- < The General Plan recognizes the community's desire to keep regional traffic on Highway 101. The plan includes the following traffic recommendations:
 - < Construct local roadway improvements assuming that Highway 101 will be ten lanes. (Assuming Highway 101 is ten lanes would result in the development of local streets which would not need to accommodate regional traffic).
 - < Obtain the necessary right-of-way at the time of property development to allow for the widening of major streets in the future as necessary to accommodate some regional traffic (should Highway 101 be widened to no more than eight lanes).
 - < Encourage Caltrans to widen Highway 101 to ten lanes or more to accommodate regional traffic.
 - < Emphasizes the importance of an efficient and completed citywide roadway network.
 - < It was recommended that City Council fund additional staff time to make sure that the General Plan policies are implemented.

ADJOURNMENT: There being no further business, Mayor/Chairman Kennedy adjourned the meeting at 9:45 p.m.

MINUTES RECORDED AND PREPARED BY:

IRMA TORREZ, City Clerk